



Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
Share, Coal and General Produce
Brokers and Commission
Agents.

PROPRIETORS

"Te-Kwa-Wan" Coal Storage.

Codes used

Bentley's
A. & C. 4th & 5th Editions.
A. 1 Telegraphic Code.
Telegraphic Address
"MOTOR" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned),

SATURDAY,

the 29th December, 1917, at 11 a.m., at "Eggsford" 124, The Peak.

THE SUNDAY
VALUABLE HOUSEHOLD
FURNITURE.

including:—

Large Cherrywood Toilet Table, Cherrywood Bookcase and Chair, Handsomely Carved Blackwood Writing Table, Bookcase and Side Tables, etc., Teakwood and Leather-covered Armchairs and Settee made by Wm. Powell Ltd., Large Brass Bedstead, Hair and Box Mattresses, Wardrobes, etc.

Lavatory and Bath Room Fittings, One Large American Ice Chest and Carrying Chairs.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Dec. 21, 1917. 2414

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned),

WEDNESDAY,

the 2nd January, 1918, at 4.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Lee House Street.

FIVE WELL-MARKED FOX
TERRIER PUPS, 6 weeks old.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Dec. 27, 1917. 2427

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned),

THURSDAY,

the 3rd January, 1918, at 4.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Lee House Street.

A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE.

including:—

Blackwood Furniture, Large Plain Sideboard, Cabinets, suitable for glass or silver, Chairs, Overmantles, etc., White Enamelled Twin Bedsteads, Wardrobes, Washstands, Chests of Drawers, etc., Dinner Service and Crockery Ware, Pantry and Kitchen Utensils, including Large American Ice Chest, and Two White Enamelled Bathes. The above Furniture, etc., has been removed to the Sale Rooms for convenience of Sale.

Particulars from Catalogue.

Terms:—as usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Dec. 24, 1917. 2419

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned),

MOTOR YACHT

Length: 43 feet.

Beam: 13 feet 4 inches.

Draft: 5 feet.

Lavatory, Pantry, etc., 12 and 8 H.P. Motors. Complete with sails and accessories.

Further Particulars from the Under

signed.

Terms:—as usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Dec. 27, 1917. 2418

INTIMATIONS

ALFRED HYDMAN

43 Wyndham Street

Hals for sale

GARCON PAPER at \$1.00 per dozen

about

RIBBONS at \$1.50 each.

UNDERTAKES to clean and repair

Typewriters at \$12.00 per machine

per annum.

For particulars apply to the above

address.

Hongkong, Nov. 7, 1917. 2375

DAIRY FARM NEWS.

CORNER BEEF

AND

CORNER PORK.

PUT UP IN KEES AND BARRELS

FOR

EXPORT OR STRAIGHTEN USE.

JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER



CHERRY & CO.,

PRINCE STREET.

Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

PATELL & CO.

ORIENTAL PRODUCE

EXPORTERS,

SILK MERCHANTS,

COMMISSION AGENTS.

Agencies in

NEW YORK,

SAN FRANCISCO, U.S.A.

Branches:—

CANTON,

SHANGHAI,

YOKOHAMA,

BOMBAY.

HEAD OFFICE: King's Buildings,

HONGKONG.

MARTIN'S

APIOL STEEL

REINFORCED PILLS

A Powerful Remedy for all ailments

caused by indigestion, constipation,

headache, neuralgia, etc.

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GERMAN HARVEST

PROSPECTS.

The Amsterdam correspondent of the

"Times" writes:—

Many contradictory statements have

recently appeared in the German Press

as to the results of the harvest, not only

of cereals, but also of roots and other

crops. In most cases the official state-

ments have been optimistic. The Govern-

ment representatives charged with the

duty of supervising the food supplies of

the nation have declared that Germany

will come through the present winter

without a collapse, and, indeed, better

than she came through the winter of

1916-17. These views are not shared

by neutral observers, and are in conflict

with many indications furnished by the

Germans themselves.

Thus it is admitted officially that the

harvest in Saxony has disappointed the

great expectations entertained, oats and

barley having failed. It is also known

that the harvest in Pomerania has fallen

short of the estimate. The same reason

is assigned for the requisitioning of the

fruit crop. It is said that the potato

crop promises well. So far, however,

the result of this crop is not and will

not be known until the returns of the

inventory about to be made are forth-

coming. The Germans count on a better

potato crop because last year's crop was

a failure, only some 24,000,000 tons being

raised as compared with 24,000,000 tons

in 1915. German experts estimate the

crop at 43,000,000 to 44,000,000 tons, but

40,000,000 tons would see the country

through the winter, and this, it is said,

may be expected.

Dutch reports assert that the extent

of the ground planted with potatoes in

Germany shows a falling off compared

with previous years owing to the lack of

agricultural labour.

A MINERS' DEMONSTRATION.

The immense importance of the potato

crop lies in the fact that a shortage of

potatoes would have a disastrous effect

on coal production and consequently on

munitions and other war industries. At

a demonstration of miners held at the

beginning of August in Essen "to defend

Germany against foreign plans of con-

quest," this was openly stated. The

meeting was attended by several

thousand miners and also by some local

authorities. The principal speaker on

this occasion, the Social Democrat,

Landtag Deputy Hae, declared that if

in this district they did not succeed in

the timely sowing of sufficient potatoes,

the incidents of the previous spring

would recur in the spring of 1918, and it

would then be out of the question to

maintain the coal supply. This speech

was widely reported at the time in the

German Press.

Since then the question has arisen

whether potatoes can be delivered in

sufficient quantities and at the right

time to the large cities so that no stop-

page in the delivery may occur. The

prospects of being able to do this at the

present time (mid-September) un-

satisfactory. The opportunity should

have been taken of ensuring supplies of

coal for the population during the sum-

mer months. This was neglected, so

that coal and potato transport have now

to be carried on at the same time, and

are therefore competing with each other.

The result is that in some of the greater

Berlin municipalities, for example, the

delivery of potatoes is to day in the

highest degree defective. In the munici-

ality of Helligkeit only 5 lb. can be dis-

tributed to the inhabitants, and this

quantity, which is small in comparison

with that of other Berlin municipali-

ties, is frequently obtained only under

of luxury. The most extreme frugality is required in the use of cuts in order to provide the necessary food for agricultural draught animals and horses, employed in the towns and in works important to war industries.

THE SUPPLY OF PETROL.

At the time of the capture of the Rumanian petroleum fields much was made in the German Press of the great accession which this represented to the resources of the Central Powers. At the present time, however, one of the most serious questions in Germany is "What has become of the petroleum from Rumania?" I have before me a letter in which the writer, a German woman, complains bitterly that those who have no gas in their homes have been informed that they will only be allowed at the outside half a litre (about 1 of a pint) of petroleum a fortnight.

Figure out yourself, she writes, what a person can do with half a litre of petroleum! I am a soldier's wife and I have partly to work for my living, for the allowance is too small to make much of. I have now every week to buy three candles costing 60 pfennings (7d.) piece in order, morning and evening, to keep the children's clothes tidy. How will it be in winter when it is dark nearly the whole day!

HEAD TIMES.

The question raised by this woman is being asked all over Germany to-day. I have another communication in control of the proceeding from a part of Germany far distant from that from which the letter just quoted was written. It is dated September 13. The writer gives the following instance of the impossibility at the present time of providing for the needs of the family from the modest means at the disposal of a poor soldier's wife in Germany: at the same time asserting that the example might be repeated a thousandfold. He instances a family in a Schleswig-Holstein town, consisting of a woman and six children, aged from 1 to 14 years. The breadwinner has been at the front for two years. His wife, with so many children, is naturally not in a position to do any wage-earning work and is thrown back on the war allowance. Here is her daily budget:

1 loaf	— 70 mark (84d.)
12 litre milk	— 75 " (90d.)
1 lb. potatoes	— 20 " (24d.)
Butter	— 40 " (48d.)
Sugar	— 15 " (18d.)
Grains	— 15 " (18d.)
Meal	— 30 " (36d.)
Jam or other substance for spreading on bread	— 20 " (24d.)
Firing	— 80 " (96d.)
Rest	— 50 " (60d.)
Total	— 345 mark (414d.)

With 345 mark (414d.) weekly, this includes nothing whatever for meat, sausage, and eggs, because such things

can hardly ever be bought. If the meat, sausage, and eggs allowed were obtainable this would mean a further increase of outgoings by 27.17 marks (32.61d.), so that the total expenditure for indispensable things would amount to 372.57 marks (446.61d.).

Further, as is clear from the daily summary, there are no payments what- ever for vegetables, fruit, grocery, onions, salt, coffee, cheese, fish, soap, light, and many other little necessities, "to say nothing required for the household economy," clothes, washing, shoes. As this woman, according to the new regulations regarding allowances, receives with her six children 140 marks (168s.) a month, she incurs a deficit after all economies, and as money is not available the most acute debt. As long as she has anything, she will wait, she had but now she is in debt for her rent, all her needs have been disposed of, and nothing can be obtained—in short, her economic collapse is an accomplished fact. If the husband returns he will himself be confronted by a mountain of debts, a sick wife, and sick, underfed children.

SCARCITY AND DISEASE.

In the same town, a German seaport, there is a great scarcity of food, especially of fish. "It has been growing less for a long time. There is fresh fish now and again according to the weather conditions, in the municipal fish market, but seldom any at the shops of other dealers. The women often walk from shop to shop, on the look-out for the coveted fish. If they have luck, they return with a small quantity; generally, however, they have to return home with empty hands. Anger and disgust is the result of the poverty in the town; valuable time has been wasted for nothing." In the town in question it often happens that the poor women are insulted by the shopkeepers who have the fish, to sell, and who, knowing their power, abuse it.

Such a condition of things, naturally produces disease. It is notorious that consumption, dysentery, and diphtheria are rampant in Germany to-day. A new war disease has just been

TELEGRAMS.

(Continued from Page 1.)

"GERMAN EAST AFRICA."

GERMAN PAPER ON ITS "WORLD POLITICAL IMPORTANCE."

London, Dec. 27.

In an article entitled "The World-Political Importance of German East Africa," the *Cologne Gazette* frankly confesses that Germany has for years aimed at the creation of a German wedge dividing Africa from sea to sea. It says that although Germany, by the treaty of 1911 with France, "apparently" made final renunciation of the idea of a great Colonial Empire, she really aimed at the creation of a Germano-Belgian economic area in the Congo basin, from the Indian Ocean to the Atlantic. Thus, when the war commenced, Germany was "deliberately" exploiting her incomparable geographical position in East Africa.

The *Cologne Gazette* proceeds to say that this position constituted "a wedge between the English claims to sole domination in East Africa and South Africa—a dividing and immovable wedge, as long as England did not let it come to a trial of strength."

The newspaper confesses that great difficulties confront Germany's Colonial war aims. "All our wishes will be realized only if, by our battles in Europe, we compel England to recognize us as an equal Colonial Power and to draw the necessary consequences in the future rearrangement of Africa."

THE CAMPAIGN IN EAST AFRICA.

DESPATCH FROM GENERAL HOSKINS.

London, Dec. 27.

The *Gazette* publishes a despatch from General Hoskins, Commander-in-Chief in East Africa, describing the operations in East Africa from January 20 to May 30.

The despatch deals mainly with the great difficulties during the rainy season, which was the worst for many years and seriously hampered the operations by interrupting the communications and caused a great increase in malaria and dysentery, necessitating the withdrawal of Europeans and the South African Units. It was also necessary to substitute native carriers and mechanical transport for animal transport and also greatly to increase the Medical Services.

General Hoskins pays a tribute to the ready help of the Governments of India, South Africa, British East Africa, Uganda and Zanzibar, and he especially thanks the Commander-in-Chief in India for his readiness to meet many demands. He also pays a tribute to the spirit and keenness of the troops, the work of the technical troops, supply and transport, Medical Services and the assistance of the Merchant Marine and the Navy.

The despatch emphasizes that the enemy has suffered less than the British from the difficulties of the rainy season because his whites were more acclimatized and his native soldiers indigenous to the country; moreover, he was operating on interior lines with veteran troops and his power of living on the country was accentuated by the fact that, while the British took and paid for only what the villagers could spare, the Germans did not scruple to take all, and after using the men, women and children as porters, they sent them back starving, thus increasing the difficulties of the advancing British.

STATE OPERATION OF AMERICAN RAILROADS.

Washington, Dec. 27.

President Wilson announces that he is assuming the possession and operation of all United States railroads.

Mr. McAdoo has been appointed Director-General of Railroads.

THE BEST COUGH MEDICINE.

CHAMBERLAIN'S Cough Remedy is the best-selling cough medicine in the world to-day because it does exactly what a cough medicine is supposed to do. It stops coughs and cures colds, whooping cough, and all other coughs. It is sold by all Chemists and Druggists.

AFFAIRS IN RUSSIA.

REPORTED DEFEAT OF KALEDIN'S FORCES.

Petrograd, Dec. 27.

The Maximalist News Agency announces the defeat of General Kaledin's troops, at Bielgorod.

A QUESTION OF "LIFE OR DEATH."

London, Dec. 27.

The *Times* Petrograd Correspondent states that the Bolsheviks are endeavouring to come to terms with Ukraine as the Peoples' Commissioners are anxious to employ all forces against General Kaledin, who is regarded as being identified with the Cadets and with the cause of the Bourgeoisie and pledged to the restoration of the Monarchy.

M. Trotsky has wired to General Krylenko to dispatch an army against General Kaledin, stating that it is a question of life or death for the Revolution.

THE UKRAINIANS DISARM THREE RUSSIAN ARMIES.

London, Dec. 27.

The Ukrainians on the Rumanian Front have seized the Staff Headquarters of the Fourth and Eighth Armies, disarmed the Maximalist units and expelled the resistors. They also occupied, without resistance, the Staff Headquarters of the Eleventh Army, on the South-Western Front, disarming the troops, seizing a number of guns and 10,000 rifles.

The Ukrainians also occupied the station at Baileif and disarmed the Fourth Guards Rifle Regiment.

—SHUTTING DOWN MUNITION WORKS.

London, Dec. 27.

Reuter's Correspondent at Petrograd states the Putiloff works and Petrograd metallurgical works, employing 80,000 and 8,000 hands respectively, are beginning to pay off their employees.

THE PROHIBITION OF NEWSPAPER ADVERTISEMENTS.

London, Dec. 27.

Reuter's Correspondent at Petrograd says the Peoples' Commissioners recently prohibited newspapers publishing paid advertisements, whereupon the influential radical newspaper, *Dan*, inserted advertisements gratuitously, but it appears to-day with blank advertisement columns and explains that the Red Guards, overnight, compelled the taking out of the advertisements.

FIGHTING AT IRKUTSK.

London, Dec. 27.

Reuter's Correspondent at Petrograd states there has been two days' fighting at Irkutsk, the success alternating between the Cosacks, the Cadets and the Garrison troops.

TROTSKY'S ORDERS TO HARBIN.

Petrograd, Dec. 27.

M. Trotsky has telegraphed to Harbin ordering the arrest of the entire Administration, which supported the proposal to bring foreign troops there.

THE SUBMARINE PIRACY.

ITALIAN SHIPPING RETURNS.

Rome, Dec. 27.

The shipping returns for the week ending December 22, state:

Steamers sunk (over 1,200 tons) 8

Sailing vessels sunk (over 100 tons) 1

Sailing vessels sunk (under 100 tons) 2

Steamers torpedoed and beached 3

FRENCH SHIPPING RETURNS.

Paris, Dec. 27.

The shipping returns for the week ending December 22, state:

Vessels sunk (over 1,800 tons) 1

Vessels sunk (under 1,600 tons) 1

Vessels sunk (under 1,600 tons) 1

Vessels sunk (under 1,600 tons) 1

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EARLIER TELEGRAMS.

A GERMAN COMMISSION PROCEEDS TO PETROGRAD.

Amsterdam, Dec. 26.

A message from Berlin states that a German Commission, provided by the Armistice, is proceeding to Petrograd to arrange the exchange of civilian and military prisoners of war and for the restoration of Russian and German relations within defined limits.

THE WESTERN FRONT.

SNOW ON THE WHOLE FRONT.

London, Dec. 26.

Field-Marshal Sir Douglas Haig reports: "Hostile artillery has been active in the neighbourhood of Vimy, Haincourt, eastward of Ypres. There is snow on the whole front."

FRENCH REPULSE ATTACK.

London, Dec. 27.

A French communiqué states: "On the right of the Meuse, despite a very violent bombardment, the enemy's double attack on our positions in the Cauciers Wood failed."

WIRE AND WIRELESS PHONES CONNECTED.

The Electrical Experiment Bureau of the Department of Communications has completed experiments on the direct connection of the wire-telephone of the land and the wireless telephone of the sea, with a result it terms entirely satisfactory.

The experiment of the wireless telephone first made last summer, presented a problem in the direct connection of the land and the wireless telephone of the sea, with a result it terms entirely satisfactory.

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PROHIBITION OF IMPORTS FROM CHINA.

According to information received here on Saturday, Dr. Gilbert Reid was reported from China by the Chinese Government, after he had obtained the acquiescence of the American officials. He was placed on board the U.S. transport *Warren* at Chingwangtao and is now en route to Manila.

The information states that last Monday the Chinese Government sent notice to the American Minister that Dr. Reid's presence in China was not wanted, and that he be ordered to be deported outside the territorial limits of China.

Major C. R. Holcomb, U.S. District Attorney, who has just returned from the north, was in Peking at the time and received this communication from Dr. Reid. A petition was then filed in the Consular Court for the district of Tientsin by Major Holcomb, United States District Attorney here, requesting a writ of deportation for Dr. Reid to be issued.

Accordingly, Dr. Reid was put on the transport bound for Manila. It is an excellent move on the Chinese Government's part. — *U. S. Daily News.*

CIGARETTES FOR SOLDIERS.

Apart from the efforts of the local Cigarette and Tobacco Fund which since the war began has collected and expended on cigarettes and tobacco for the troops in the various battlefields a total of about \$25,000, units at the Front sometimes receive such gifts direct from relatives or friends of one of their numbers.

A Hongkong lady with a son among the gunners at the Front has just received the following acknowledgment of one such gift which she made through the Overseas Club:

On Active Service.
Soldier, 1st Battalion.
Chaplain's service, 1st Battalion.
France, 30th Dec. 1917.

I had 100 cigarettes sent to me from the Overseas Club, and have just opened the second parcel. My word, what a communion in our tent when we opened it, for there were 100 Gold Flake cigarettes which are very good, and we were damn out of fags. I distributed them amongst the boys as far as I could, and most of them wanted to send you the same, so that I gave some out, not all as I could have been too many.

I think that a very good way of sending the cigarettes and if they could send only the Gold Flake it would be all the better, as the kind they sent in the other parcel is a little strong and the boys don't care so much for them.

I would have made you very happy to have heard the shout that came from our tent when the parcel was opened, so you now know what pleasure it gives the boys to get them, and you can tell all those who helped to contribute towards them.

I am still quite well, although I am in the thick of it, but I do not mind at all as long as all goes well and I come out without being hurt or sick.

In addition to this a number of cards have come from men in the unit expressing their gratitude for a gift which was evidently very welcome.

N.Y.K. TO RE-OPEN SERVICE TO PORT SAID.

The *Kobe Herald* says: Since the adoption of the Cape route, not a single steamer of the Nippon Yusen Kaisha has called at Port Said.

Mr. Kubota and other shipowners, taking account of this fact, recently decided to start a service to Port Said, and they are said to have obtained satisfactory promises of support. The Nippon Yusen Kaisha has now decided to resume a monthly service to Port Said in order to protect its own interests. The company has announced that the *Tokyo Maru* (3,895 tons) will be dispatched on or about Dec. 15th, and the *Awa Maru* (6,000 tons) at the middle of next month, both sailing from Kobe.

In connection with this the Company's Directors announce that if other shipowners place vessels on the run to Port Said, the will be severe competition, and the company will certainly not stand idly by and see the connections built up in the course of past years jeopardized. The company has already notified Mr. Kubota and other shipowners that they are being asked to open a service to Port Said, and that the company's rights of priority and its severe competition will be unavoidable. The company, however, does not object to other vessels belonging to other shipowners in order to control the service between Japan and Port Said. Mr. Kubota and other shipowners, realizing the inadvisability of competing with the Nippon Yusen Kaisha, have accordingly determined to charter their ships—seven in all—to the Nippon Yusen Kaisha. Mr. Kubota, assistant manager of the local branch of the company, explains that the ships taken by the company are indispensable if the company is to protect and safeguard its own service to Port Said. If others put steamers on the run to Port Said, the company will be forced to run them off the line, as a matter of competition. In that direction, the company's directors would have the company's European service after the completion of the war.

On the other hand, there were many persons who willingly offered premiums for the debentures. The total issue of 7,000,000 yen was sold at the auction amounting to 100 per cent. The popularity of the debentures was so great that the company was forced to restrict the sale to one debenture to each applicant.

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MALARIA FEVER.

A NEW SPECIFIC.

The following article appeared in *Truth* of October 17th: "I have received from Dr. Horace Willis, of Moscow, Adams, a reprint from the *Indian Medical Gazette* of a paper by him on 'A New Specific' for Malaria, etc. It is worth the attention of the medical profession in this country as well as India, and I should think carefully in the other parts of the world where our army is at present exposed to the ravages of malaria."

Dr. Willis says in it: "At the beginning of my medical career I had the first great opportunity of thoroughly testing the value of quinine. I very soon discovered that both in prophylaxis and as a cure it was unsatisfactory. Although for nearly a hundred years it had been adhered to as the Alpha and Omega of treatment in tropical pathology, I felt, when it had failed to give relief in 2,000 cases under my direct care, that it would be waste of time and life to further persevere in its employment."

He accordingly devoted himself instead to the discovery of something more effective, and arrived at the 'specific' described in his pamphlet. After testing it by years of practice, he has obtained as much evidence of its value as he previously obtained of the uselessness of quinine. But he has failed to secure any general recognition of the value of his discovery, although he tells me that the mortality from malaria in India, in the face of free distribution of quinine, by the Government, amounts to upwards of four millions a year. This is obviously a matter which calls for the attention of the authorities, medical and political, and as a duly qualified medical man is at the bottom of it, it seems to me to be no excuse for blanketing it."

What Dr. Willis says about quinine does not surprise me in the least. I have been told long ago that it is much worse than unless. Some of my readers may remember the name of Mr. Raphael Roche—a dangerous person who has presumed to study and practise medicine for many years—successfully too—without previously going through a medical school and obtaining a diploma. His practice was described in *Truth* some years ago in an article entitled 'Unorthodox Miracles,' which sufficiently describes the state of the case. Mr. Roche's miracles consisting in the cure of innumerable chronic conditions which orthodox medicine has found to be incurable. It follows that Mr. Roche, whatever he may or may not do himself, is an invaluable authority on the short-comings and failures of orthodox medicine. I regard him as quite the highest living authority.

Mr. Roche unburdened himself to me about quinine and malaria years ago. His experience had convinced him, not only that quinine is no cure for malaria, but that chronic, intermittent malaria is simply the result of the use of quinine, and occasionally some other drugs in the treatment of the disease. He particularly included arsenic in the indictment. By a curious coincidence he wrote to me on this subject only a few weeks ago. There had been an outbreak of malaria fever among troops stationed in Kent. The daily papers had got wind of it, and what moved Mr. Roche to communicate with me was a statement of Sir Alfred Keogh's secretary to a *Daily Chronicle* interviewer, that "the patients are all men who were victims of the disease, when on service in the East. Malaria, of course, is a recurrent trouble." Mr. Roche desired me to point out in *Truth* that malaria is, of course, a recurrent trouble because improper medical treatment makes it so. For the sake of all the soldiers and others who see daily exposed to this trouble, I am glad to have the opportunity now of giving the medical profession this information, and I hope the need may somewhere fall on good ground and spring up and bear fruit. I may add that Mr. Roche's doctrine on this subject is not merely negative. I recently heard from a lady who has been cured by him after years of chronic suffering from malaria, originally contracted in India, and "cured" there by quinine.

STATE-BUILT HOUSES.

MR. HADFIELD SAYS THEY ARE SUCCESS.

He had come to the conclusion from experiments that had been made at Woolwich and elsewhere that the State was a good house builder, said Mr. H. H. Fisher, President of the Local Government Board, at Manchester.

Building after the war had better be left to local authorities. He had issued a circular to them, and though one-third of them had not yet replied, he estimated that they were prepared to build 200,000 houses. That number, he hoped, would be increased by 50 per cent. when they could be prepared to build. But they could not expect municipalities to join the ranks of providing for a population which must be here to-day and gone to-morrow. Still, it was worth a serious study by the State in this matter.

He must be prepared to take part of the risk. When he knew what the Treasury was ready to give in the way of financial assistance, the Local Government Board would forward the plans.

Mr. H. H. Fisher, President of the Local Government Board, at Manchester.

Building after the war had better be left to local authorities. He had issued a circular to them, and though one-third of them had not yet replied, he estimated that they were prepared to build 200,000 houses. That number, he hoped, would be increased by 50 per cent. when they could be prepared to build. But they could not expect municipalities to join the ranks of providing for a population which must be here to-day and gone to-morrow. Still, it was worth a serious study

SHIPPING

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ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS

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SHANGHAI, MOJI AND KOBE.

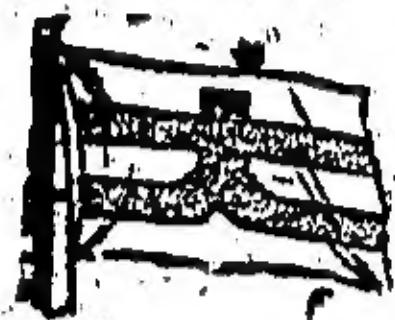
LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID AND MARSEILLES.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

LONDON AND BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

Wireless on all steamers. Return tickets at a fare and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to—
P. & O. S. N. Co's Office.



O. S. K. OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

North American Line. For Victoria, Seattle and Tacoma, via Shanghai, Manila, Nagasaki, Moji, Kobe and Yokohama.

"CANADA MARU" Wednesday, 2nd Jan. at 1 p.m.
"MANILA MARU" Thursday, 21st Jan. at 3 p.m.
"CHICAGO MARU" Tuesday, 15th Feb. at 3 p.m.
"MEXICO MARU" Thursday, 28th Feb. at 3 p.m.

FORMOSAN LINE. For Tamsui, Keelung, Anping and Takao, via Swatow and Amoy.

"AMAKUSA MARU" Sunday, 30th Dec. at 10 a.m.
"BOSCHU MARU" Thursday, 3rd Jan. at 8 a.m.
"KALIO MARU" Sunday, 8th Jan. at 10 a.m.

Calling at Tamsui, Keelung via Swatow and Amoy.
Omitting Tamsui and Keelung.

These Formosan liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office and while the steamer is alongside the wharf Telephone No. 74 will be fixed.

SOUTH AMERICAN LINE. Every three months steamers proceed to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.**AUSTRALIAN LINE.** Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.**BOMBAY LINE.** Fortnightly service for Bombay calling at Singapore and Colombo. At present this line's steamers take cargo only.**JAVA LINE.** Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to these ports.

FOR SAILING DATES AND FURTHER PARTICULARS APPLY AT THE OFFICE.

K. YAMASAKI Manager.
No. 1, Queen's Building.

Tel. Nos. 744 & 745.

JAVA-SAN FRANCISCO

via SINGAPORE, HONGKONG, JAPAN and HONOLULU

and vice versa, fortnightly joint service of the "NEDERLAND" and "ROTTERDAM LLOYD" Royal Mail Lines.

Next departure from HONGKONG:

Steamers	Tons	Sailings
To SAN FRANCISCO	10,000	2nd January.
Yonder	10,000	9th January.
To SINGAPORE and JAVA		
Ophir	8,000	29th December.
Prinses Juliana	14,000	15th January.
Wille	8,000	22nd January.
Rembrandt	10,000	9th February.

These superior passenger-steamers have excellent accommodation for first and second class saloon passengers.

For further particulars apply to:

JAYA-CHINA-JAPAN LINE, Agents.

Telephones 1574-1575-1576.

HONGKONG-NEW YORK.

REGULAR SAILINGS FOR BOSTON & NEW YORK, via PORTS AND SUZEE and PANAMA CANALS.

(With liberty to call at the Atlantic Coast).

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CAPE TOWN, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINE

Sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Cutchia with	On or about
A steamer	Shortly		

For freight and further particulars apply to

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THE NANYO YUSEN KAISHA

(OUTH SEA MAIL S. S. Co.)

Regular Service of steamers between Japan, Hongkong, Singapore, Batavia, Semarang and Sourabaya.

Sail on or about

For further details Freight or Passage apply to

DODWELL & CO., LTD., Agents.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAN
CHINWANGTAO	KUICHOW	Dec. 29, at 3 p.m.
SHANGHAI	YINCHOW	Dec. 30, Daylight.
SHANGHAI	SUTTAH	Jan. 1, Daylight.
SHANGHAI	SUTTAH	Jan. 3, at 3 p.m.

THREAT SAILINGS TO WEST RIVER.—Twice Weekly.
S.S. "LINTAN" and S.S. "SANTU".

MANILA LINE.—TWIN-SCREW STEAMERS. Excellent Saloon accommodation. Amidships; Electric Light and Fans in Saloon and State-rooms. SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 24.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAN
HAIPHONG	TAISANG	FRIDAY, Dec. 28, at 7 a.m.
MANILA	LOONGSANG	FRIDAY, Dec. 28, at 3 p.m.
SHANGHAI	KOONSHING	SUNDAY, Dec. 30, Daylight.
MANILA	YUENSANG	FRIDAY, Jan. 4, at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta, steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon. This line is temporarily discontinued owing to the war. Particulars on application.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Friday.**HAIPHONG LINE.**—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.**BORNEO LINE.**—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kndat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their photographs and description affixed thereto.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., Ltd.

General Managers.

Tel. No. 215.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamer have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to—

DAVID SASSOON & CO., LTD.

AGENTS.

LIFE WITHOUT HEALTH IS LIVING DEATH. VETARZO BRAIN AND NERVE FOOD

The latest discovery of science is that in all cases of debility of nerve and brain power, the cause is a deficiency of the food of the brain and nerves. This food is Vetarzo, a natural food of the brain and nerves, which is found in the blood and is the only food of the brain and nerves. It is the only food of the brain and nerves, and it is the only food of the brain and nerves. It is the only food of the brain and nerves, and it is the only food of the brain and nerves.

For further particulars, apply to—
WELLINGTON KNIFE POLISH

BEST FOR CLEANING AND POLISHING
CUTLERY & ALL IRON & STEEL

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PREVENT FRIGIDITY, CLEAN & SHINY TO THE KNUVES

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHEW AND RETURN.

(Occupying 9 to 10 Days)

CAPTAIN

LEAVES

HAITAN Capt. A. E. Hodgins, WEDNESDAY, 2nd Jan. at 12 Noon.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

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TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

Via SHANGHAI, INLAND SEA, JAPAN and HONOLULU. FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
SIBERIA MARU	18,000	4th January.
TENYO MARU	22,000	19th January.
SHINYO MARU	22,000	9th February.
PERSEA MARU	9,000	22nd February.
KOREA MARU	18,000	9th March.
NIFFON MARU	11,000	

* Omit call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CAJALLO, ARICA and IQUIQUE.

Thence by Trans Andean Route to Buenos Aires.

Steamers	Tons
KIYO MARU	17,300
SEIYO MARU	14,000
ANTO MARU	14,600

Tickets are interchangeable with the Canadian Pacific Ocean Services Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports or call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, AGENT.

Telephone Nos. 2374 and 2375.

KING'S BUILDING.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS	SAILING DATE.
VICTORIA, B.O. & REAT- TLE via SHANGHAI, MOJI, KOBE, NAGOYA & YOKOHAMA	SINABA MARU, Capt. Higashi, Tons 12,500	MONDAY, 31st Dec. at Noon.
NAGASAKI, KOBE & YOKOHAMA	SAKI MARU, Capt. Yoshikawa, Tons 12,500	FRIDAY, 16th Jan. at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	SATUTTA MARU, Capt. Inada, Tons 14,000	SUNDAY, 17th Jan. at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	JINSEN MARU, Capt. Saito, Tons 9,000	FRIDAY, 4th Jan.

KOBE

LONDON via SINGAPORE,

MALACCA, PENANG,

COLOMBO, DELAGOA

BAV, CAPE TOWN AND

MADEIRA

SYDNEY and MELBOURNE

via MANILA, THORS-

DAY ISLAND, TOWNS-

VILLE and BRISBANE

CALCUTTA via SINGAPORE,

PENANG & BANGGON

BOMBAY via SINGAPORE

MALACCA and COLOMBO

* Wireless Telegraphy.

FOR DATES OF DEPARTURE

APPLY AT THE COMPANY'S

OFFICE.

EASTBOUND NEW YORK LINE

via PANAMA CANAL.

(CARGO ONLY).

NEW YORK via SHANGHAI,

KOBE, YOKOHAMA,

SAN FRANCISCO,

PANAMA, COLON

For dates of departure and further information apply to

NIPPON YUSEN KAISHA

T. DAIGO, AGENT.

Telephone Nos. 2374 & 2375.

SHIPPING

P. & O. S. N. Co.

STEAM TOR

STRAITS, COLOMBO, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PEBSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THREE Homeport Mail Steamers carrying His Majesty's Mails will be despatched from this port as usual taking Passengers and Cargo for the above ports. Passengers' accommodation in the connecting vessel is secured before departure from Hongkong.

"Sik and Yamahs" Cargo for Italy, France and London (under arrangement) will be conveyed in this steamer proceeding via Bombay and there transhipped to the connecting steamer for Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates etc. apply to—

E. V. D. FARR,

Superintendent.
Hongkong, Nov. 23, 1917. 5218

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO & KOBE.

THE Steamship "COSTA RICA."

Captain O. A. LILLKLAND, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Shanghai Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, 28th instant.

All broken, Chafed and Damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 31st instant at 10 a.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st Jan. 1918, will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bill of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by—

SHEWAN, TOMES & CO., Agents.

Hongkong, Dec. 27, 1917. 1425

PACIFIC MAIL STEAMSHIP CO.

S.S. "COLOMBIA"

FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS, SHANGHAI and MANILA.

THE above-mentioned vessel having arrived from above ports, Consignees of Cargo are hereby informed that their Cargo is being landed at their risk into the Godowns of the Hongkong and Shanghai Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bill of Lading can be countersigned.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, December 29th, 1917, at 10 a.m.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after December 31st, 1917, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

J. ORAM SHEPPARD,

Acting Agent.

Hongkong, Dec. 24, 1917. 2420

TOYO KISEN KAISHA.

FROM SAN FRANCISCO via HONOLULU, JAPAN PORTS and MANILA.

THE Steamship "SIBERIA MARU."

The above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside the steamer, where they will be examined on WEDNESDAY, 31st December, at 5 p.m. will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown.

Cargo remaining undelivered on WEDNESDAY, 31st December, at 5 p.m. will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bill of Lading can be countersigned.

No Claims will be recognized after the Goods have left the Godowns for Godown, and all Goods remaining undelivered after December 31st, 1917, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

J. ORAM SHEPPARD,

Acting Agent.

Hongkong, Dec. 24, 1917. 2421

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE.
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT.
TO
MARSEILLES AND LONDON,
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong	Connecting Mail Steamer from Colombo	Due Marseilles 1917	Due London 1917
	Nov			

When Passengers change Steamers at COLOMBO accommodation in the connecting Steamer from C/O P. & O. S. N. CO. is definitely reserved.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S. S.	Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS (Non-Transit)
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO
AND PORT SAID.
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.
Passenger Saloon.

STEAMERS.	Leave Hongkong about	Leave Straits about	Due at Marseilles if calling about	Due London about

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Round the World Tickets and Through tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents.
Any damaged packages must be left in the Godowns for examination by the Consignee and the Company's Surveyors, Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailings, etc., apply to.

M. V. D. PARR,
Superintendent.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S. S. CHINA
WILL SAIL FROM HONGKONG FOR
SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.
SATURDAY, JAN. 28th.

AN UNSURPASSED HIGH CLASS PASSENGER
SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
Princes Buildings, 100 House Street.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.
FROM HONGKONG: Connecting with FROM COLOMBO

EXCELLENT ACCOMMODATION FOR 1st and 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to
THE BANK LINE, LIMITED
MANAGING AGENTS.

"ELLERMAN" LINE
(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS, SHIPMENTS AND REQUESTED TO APPROACH THE UNDERSIGNED.

Steamers proceed via Hong Kong, Shanghai, Japan, etc., to Europe, etc.

Subject to change without notice.

On to Ede & Co., Canton.

FIGHTING BEETLES.

SOUTH CHINA FORM OF GAMING.

The Filipinos have their cock fights; the Spaniards their bull fights; the soldiers in France indulge themselves in turtle racing when off duty; the Hindus delight themselves with training the cobra to perform; the continental Caucasians, and the Americans bet large sums on dog fights; the Siamese are said to take particular pleasure in their fish fights. But where would fighting beetles and crickets be found, except in China? A visitor tells of one of these unique battles, which he witnessed in Canton. To those who are not acquainted with Chinese customs and recreations, this may sound a little exaggerated. The traveler, himself, was somewhat awed at the sight, and said that he had left a more indelible impression on his mind than anything else he has seen in China.

His story goes something like this. While walking down one of the narrow streets in the native city of Canton I chanced upon a large group of Chinese gathered in a circle about something on the ground which I could not see. A number of the Chinese were richly dressed and of apparent affluent circumstances, and this fact made me wonder what they were lingering here for. Upon wedging my way through the crowd and getting a "ring-side seat" so to speak, I was confronted with the strangest sight of my life.

At first I thought the animated objects before me, were mechanical toys of some sort, being vended for the Christmas trade. Closer inspection convinced me that the little dancing, biting, crawling things were living, breathing beetles. They were fighting, and the intense interest of the spectators conveyed to me the idea that this was no joking matter, indeed, it was a most serious affair and I afterwards learned that huge amounts of money hinged on the outcome. This fight was being staged in a large bowl affair and the hard-shelled black and brown beetles were thumping merrily over its wooden surface. Just how they were trained for this strange battle I could not learn, but it was evident that the two insects had no love for each other. These battles generally mean a fight to the death, although in some cases when a beetle is wounded or so disabled that he cannot participate longer in the fray the game is called off. The betting on these battles is very heavy, and it was said that a Chinese sometimes pays as much as \$2,000 for a rare specimen of the beetle.

These insects become great pets and in many cases receive better care than do children.

A PALESTINE PARALLEL.

With curious appropriateness to the above, there comes to hand by the last mail the following from Reuter's special correspondent on the Palestine Front, written under date October 15th:—

In a recent letter I described how certain parts of the desert here to lend excitement and variety to the life of our men in Sinai and Palestine. Possibly the majority of our troops would be glad to forego such distractions as scorpions and centipedes in their "bivvies," blankets, and sea-bags, but there are some who get their own back on these nuisances and ponder to their sporting instincts at the same time by organizing duels between various selected specimens. "Anything more interesting than a mortal combat between a big centipede and a hefty tarantula, or galliade, is difficult to conceive. It is far more exciting than the ordinary boxing match. People at home may soon have an opportunity of sharing this sort of spectacle with our troops; as it is proposed to film some of the contests. The arena is usually the sand-strewn bottom of a good-sized box. The galliade is a loathly-looking spider about the size of the palm of one's hand. He is armed with four long powerful mandibles, which curve downwards, and two fustian antennae, which are believed to contain the poison glands.

WAR FINCH.

The centipede may be eight or more inches long. His offensive armament consists of a pair of sharp, powerful mandibles, which he uses to bite and crush his opponent. (One poor fellow has been in hospital already five months under treatment for centipede bite, and secondary suppuration continues.) In spite of his short legs as compared with the spider, he is extremely active, and can make short dashes at lightning speed. He can raise himself on his tail and literally hurl himself forward.

When two of these gladiators are dropped into the arena they often spend from ten minutes to a quarter of an hour maneuvering for position. The object of the galliade seems to be to get behind his opponent, and if he succeeds he breaks the foe's back, which spells fat for the centipede. But the latter knows his weak spot and keeps his tail well out of the way. He swings round as though on a pivot and keeps his snippers towards the enemy so as not to be outflanked.

At the same time he makes little dashes at the spider, which the latter has to evade by jumping. His purpose is to get a grip somewhere about the neck or shoulders of the galliade, and once he gets a hold there is no shaking him off. Soon a transparent fluid issues from the wound, and in a little while the spider ceases to struggle and dies.

Given a galliade and a centipede of about equal weight, the chances are about level as to which comes off victor. Possibly there is a shade of difference in favour of the centipede. His armoured coat of horn makes him less vulnerable.

"N. C. Daily News."

THE LATTER-HARBOR TWO AND THREE.

The latter harbor two and three, is poorly ventilated as a rule, and rarely has enough room for the separation of the crew or the isolation of the sick. The model house is provided with the principal sanitary facilities. The Philippines Health Service has built several of the model houses, and is doing all it can to have the new form of construction replace the old.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"LYCAON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk.

The Cargo will be ready for delivery from Godown on and after 15th December.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 31st December, will be subject to sale.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th January or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE

Agents.

Hongkong, Dec. 27, 1917. 2434

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"MENTOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk.

The Cargo will be ready for delivery from Godown on and after 27th December.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 31st January, will be subject to sale.

All Claims against the Steamer must be presented to the Underwriter on or before the 17th January, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE

Agents.

Hongkong, Dec. 27, 1917. 2435

VISIONS AT THE HOTELS.

HONGKONG HOTEL.

Mr. D. Abraham, Dr. F. T. Key,

Mr. G. E. Jackson, Mr. T. H. King,

Mr. B. A. Anderson, Mr. Y. K. Kishiki,

Mr. and Mrs. J. W. Mr. and Mrs. Lander,

Mr. and Mrs. J. W. Mr. and Mrs. Lander,

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Mr. and Mrs. J. W. Mr. and Mrs. Lander,

SHIPPING

PACIFIC MAIL S.S. CO.

U. S. Mail Line.
OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" and "COLOMBIA"
14,000 Tons each.
HONGKONG TO SAN FRANCISCO
via SHANGHAI, KORE, YOKOHAMA and HONOLULU.

Sailings from Hongkong at Noon	MONDAY, Dec	TUESDAY, Jan	WEDNESDAY, Feb
A.S. "COLOMBIA"	11th	18th	25th
A.S. "VENEZUELA"	18th	25th	1st
A.S. "ECUADOR"	25th	1st	8th

These Steamers have the most modern equipment including overhead electric fans and electric lighting, ALL LOWER BERTHS and large comfortable staterooms (All single and two berth bunks).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the cuisine, and the attendance of passengers cannot be surpassed.

Tickets are interchangeable with the Tokyo, Korea, and the Canadian Pacific Ocean Service Ltd.

For further information, rates, etc., apply to COMPANY'S OFFICE in Alexander Buildings, 141, Telok Road.

CHARTERED BY ROYAL CHARTER 1853

HEAD OFFICE, LONDON.

PAID-UP CAPITAL \$1,000,000

RESERVE FUND \$1,000,000

RESERVE LIABILITY OF \$1,000,000

RESERVE FUND \$1,000,000

RESERVE LIABILITY OF \$1,000,000

RESERVE FUND \$1,000,000

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RESERVE FUND \$1,000,000

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HONGKONG DEFENCE CORPS.

Orders for Artillery Company by Captain J. H. W. Armstrong, V.D.

THURSDAY, 2nd instant.
5.15 p.m. Left Half Company. Full Parade.

FRIDAY, 4th January 1918.
7.3 a.m. Right Half Company. Full Parade.

Orders for Engineer Company by Captain W. Russell.

21st to 25th instant.
6.15 a.m. Manning nightly at Belchers and Lyceum. Parade as per Rosters posted at Headquarters.

Engine drivers at 5.45 p.m.
Electricians at 5.45 p.m.

OFFICERS MEET FOR DUTY.

Belchers, 2nd Lieut. Brown.
Lyceum, 2nd Lieut. Hill.
Stencourters, Lieut. Hall.

Lieut. R. Hall, having returned to the Colony, has resumed duty at Stencourters.

No classes will be held during the fortnight ending 31st January, 1918.

Orders for Cadet Company by 2nd Lieut. J. E. W. Bead.

CAMP.

THURSDAY, 2nd instant.
New Band Sections will parade at Headquarters at 10 a.m.

Sat. 2 and 4 Sections will parade at Kowloon station at 10.30 a.m.

All luggage to be brought well before the above-mentioned times so that arrangements can be made to convey it to Lower.

Camp beds may be brought by any boy if he likes.

Members are reminded that they render themselves liable to be struck off the strength should they absent themselves from Camp without first obtaining exemption from the Commanding Officer.

Leave will be granted only on a doctor's certificate or in very exceptional cases.

G. M. STEWART,
Captain.

Adjutant, Hongkong Defence Corps, Hongkong, 28th December, 1917.

SEMINARY MEET.

The quarterly meeting of the members of the Seminary will be held in the Mess Room at 6.45 p.m. on Wednesday, 2nd January, 1918.

Every member not on duty to attend.

To-day's Advertisements

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "DEMODOCUS"

are hereby notified that the Cargo will be discharged into the Wharf, Kowloon, where it will be at the Consignee's risk. The Cargo will be ready for delivery from Godown on and after 24th December.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 1st January, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th January or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, Dec. 28, 1917. 1423

THE BRITISH INDIA STEAM NAVIGATION CO.

NOTICE TO CONSIGNEES.

FROM VANCOUVER AND SEATTLE.

THE Steamer "TEESTA," having arrived from the above ports. Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godown and extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whomever, and/or from the wharves, delivery may be obtained.

Goods not cleared by 5 p.m. on 4th January, 1918, will be subject to rent. All broken, chafed, and damaged packages are to be left in the Godown where they will be examined by Messrs. Goddard & Douglas, on 4th January, 1918. Claims against the steamer must be presented within 15 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE MATHESON & Co., Ltd., Agents.

Hongkong, Dec. 28, 1917. 1424

HONGKONG REGISTER

Barometer	Thermometer	Humidity	Direction of Wind	Force of Wind	Weather
30.11	20.13	30.07			
30.11	20.13	30.07			
30.11	20.13	30.07			
30.11	20.13	30.07			
30.11	20.13	30.07			
30.11	20.13	30.07			
30.11	20.13	30.07			
30.11	20.13	30.07			
30.11	20.13	30.07			
30.11	20.13	30.07			

Before deciding upon your next motorcycle see the three new 1918 model

Indian Motorcycles.

2 1/2 h.p. Featherweight.
5 h.p. Little Twin.
7.9 h.p. Big Twin.

First shipment due in Hongkong this month.

ALEX. ROSS & Co.,

Tel. 27. 4, Des Vaux Road.

SILIMPOPO (SEBATEK) COAL

THE Undersigned having been appointed Agents for the COVINT HARBOUR COAL CO., LTD., are prepared to supply the best quality SILIMPOPO COAL (either cargo or Bulk) at prices exempt from payment of all Port charges.

SILIMPOPO COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATEK or SANDAKAN exclusively for SILIMPOPO COAL (either cargo or Bulk) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sebatik Bay (Sebatik Harbour). Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,
Agents, Covint Harbour Coal Company, Limited.

CAMP.

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THE BRITISH INDIA STEAM NAVIGATION CO.

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No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE MATHESON & Co., Ltd., Agents.

Hongkong, Dec. 28, 1917. 1424

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Hongkong, Dec. 28, 1917. 1424

HONGKONG MARKET PRICES.

Butcher Meat.

Beef Sirloin, - Mei Lung Pa ... lb. 11.
Prime Cut ... lb. 11.
Corned, - Ham Ngau Yuk ... lb. 11.
Roast, - Shiu ... lb. 11.
Brust, - Ngau Nam ... lb. 11.
Soup, - Tong Yuk ... lb. 11.
Steak, - Ngau Yuk Pa ... lb. 11.
Steak Sirloin, - Ngau Lam ... lb. 11.
Sausages, - No. 1 ... lb. 11.
Ballock's Brains, - Ngau No per set ... lb. 11.

Tongue, fresh, - Ngau Li each ... lb. 11.
Tongue, corned, - Ham Ngau Li each ... lb. 11.
Head, - Ngau Tai ... each 10.
Heart, - Ngau Sam ... lb. 11.
Hump, Salt, - Ngau Kio ... lb. 11.
Feet, - Ngau Kio ... each 10.
Kidneys, - Ngau Yiu ... lb. 11.
Tail, - Ngau Mei ... lb. 11.
Liver, - Ngau Kio ... lb. 11.
Tripe (undressed), - Ngau Toi ... lb. 11.
Calves' Head and Feet, - Ngau-tai-tau ... set \$1.00.
Mutton Chop, - Yeung Pui Kwai ... lb. 11.

Leg, - Yeung Pui ... lb. 11.
Shoulder, - Yeung Pui ... lb. 11.
Saddle, - Yeung Pui ... lb. 11.
Pig's Chindings, - Chu Chong ... lb. 11.
Brains, - Chu No ... per set 3.
Feet, - Chu Kio ... lb. 11.
Fry, - Chu Chap ... lb. 11.
Heart, - Chu Tai ... lb. 11.
Heart, - Chu Sam ... each 10.
Kidneys, - Chu Yiu ... each 10.
Liver, - Chu Kio ... lb. 11.
Sucking Pig, to order, - Chu Tai ... lb. 11.
Suet, Beef, - Shing Ngau Yuk ... lb. 11.
Mutton, - Shing Yeung Yau ... lb. 11.
Yau, - Ngau Tai Yuk ... lb. 11.
Sausages, - Ngau Tai Chong ... No. 1 ... lb. 11.
Lard, - Chu Yau ... lb. 11.

Bartel, - Ka Yu ... lb. 11.
Bream, - Pui Yu ... lb. 11.
Canton Fresh Water Fish ... lb. 11.
Carp, - Li Yu ... lb. 11.
Catfish, - Chik Yu ... lb. 11.
Coddish, - Man Yu ... lb. 11.
Crabs, - Hai ... lb. 11.
Cubie Fish, - Muk Yu ... lb. 11.
Dab, - Sha Mang Yu ... lb. 11.
Dace, - Wong Mei Lap ... lb. 11.
Dog Fish, - Tie To Sha ... lb. 11.
Eels, - Conger, - Hot Man ... lb. 11.
Fresh water, - Tam Shui Yu ... lb. 11.
Yellow, - Wong Shui ... lb. 11.
Frogs, - Tin Kai ... lb. 11.
Garoupa, - Shok Pan ... lb. 11.
Gudgeon, - Pak Kap Yu ... lb. 11.
Herring, - To Pak ... lb. 11.
Halibut, - Cheung Kwai Kap ... lb. 11.
Labrus, - Wong Yu Yu ... lb. 11.
Loach, - Wu Yu ... lb. 11.
Lobster, - Lung Yu ... lb. 11.
Mackerel, - On Yu ... lb. 11.
Monk Fish, - Mong Yu ... lb. 11.
Mullet, - Tai Yu ... lb. 11.
Oyster, - Shing Yu ... lb. 11.
Parrot Fish, - Kai Kung Yu ... lb. 11.
Pike, - Tai Fan Fong ... lb. 11.
Pike, - Pui Yu ... lb. 11.
Pommet, Shiu, - Hak Chong ... lb. 11.
Pommet, White, - Pak Chong ... lb. 11.
Prawns, - Ming Yu ... lb. 11.
Rabbit, - Pui Yu ... lb. 11.
Rock Fish, - Shok Kuo Kung ... lb. 11.
Roach, - Sun Yu ... lb. 11.
Salmon, - Ma Yu ... lb. 11.
Shark, - Sha Yu ... lb. 11.
Skate, - Po Yu ... lb. 11.
Sturgeon, - Ha Yu ... lb. 11.
Stripper, - Lay Yu ... lb. 11.
Sole, - Tai Sha Yu ... lb. 11.
Tench, - Wai Yu ... lb. 11.
Turbot, - Tai Hui Yu ... lb. 11.
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Vegetables, &c.

Asparagus, - Ah Chi Cheuk ... each 10.
Beans, - Sprout, - Ngau Tai ... lb. 4.
Long, - Tai Kok ... lb. 4.
Bitter Root, - Hung Tai Tai ... lb. 7.
Bitter Squash, - Fu Kwa ... lb. 7.
Brinjals, Green, - Ching Yau Kwa ... lb. 6.
Red, - Hung Kwa ... lb. 6.
Cabbage Chinese, (common), - Kai Tai ... lb. 5.
Shanghai, - Ye Tai ... lb. 18.
Cane Shoots, bunch, - Kan Shui ... lb. 18.
Cauliflower (Large), - Ye Tai Fok ... lb. 18.
Medium, - Ye Tai Fok ... lb. 18.
Small, - Ye Tai Fok ... lb. 18.
Carrots, - Kan Shui ... lb. 18.
Celery, Chinese, - Long Kan Tai ... lb. 9.
Chillies, Dried, - Koa Lat Chiu ... lb. 25.
Red, - Hung Kwa ... lb. 12.
Green, - Ching Yau Kwa ... lb. 12.
Curry Stuff, English, - Ka Li Chi Lin ... lb. 10.
Cucumbers, - Ching Kwa ... lb. 2.
Garlic, - Sun Tai ... lb. 18.
Ginger, young, - Sun Tai Kung ... lb. 8.
Ginger, old, - Lo Kung ... lb. 10.
Homestead, Shanghai, - Li Kan ... lb. 45.
Indian Corn, - Shok Mai ... lb. 5.
Lettuces, - Yeung Shing Tai ... lb. 5.
Water Chestnuts, - Ma Tai ... lb. 5.
Mandarin, - Kwa ... lb. 8.
Lam Mei Tai ... lb. 8.
Mushrooms, Fresh, - Shing Tai ... lb. 10.
Okra, - Shing Tai ... lb. 10.
Onions, English, - Yeung Chong Tai ... lb. 5.
Onions, Green, - Shing Chong Tai ... lb. 5.
Onions, Shanghai, - Shing Tai ... lb. 5.
Family, - Kan Tai ... lb. 5.
Potato, Sweet, - Fan Shui ... lb. 3.
Japanese, - Yeung Shing Tai ... lb. 5.
American, - Yeung Shing Tai ... lb. 5.
Pumpkin, - Tung Kwa ... lb. 3.
Radish, - Hung Lo Pak Tai ... lb. 3.
Rhubarb (Fresh), - Tai Wong ... lb. 7.
Shallots, - Kung Chong Tai ... lb. 7.
Spinach, - Tin Tai ... lb. 4.
Tomatoes, - Fan Kwa ... lb. 8.
Turnips, - Wu Tai ... lb. 4.
Turnips, Funi, (Long), - Lo Pak ... lb. 4.
Yeatle Marrow, - Tai Kwa ... lb. 5.
Water Cress, - Sai Yeung Tai ... lb. 15.
Lily root, - Lin Ngau ... lb. 5.
Yams, - Tai Shui ... lb. 9.

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